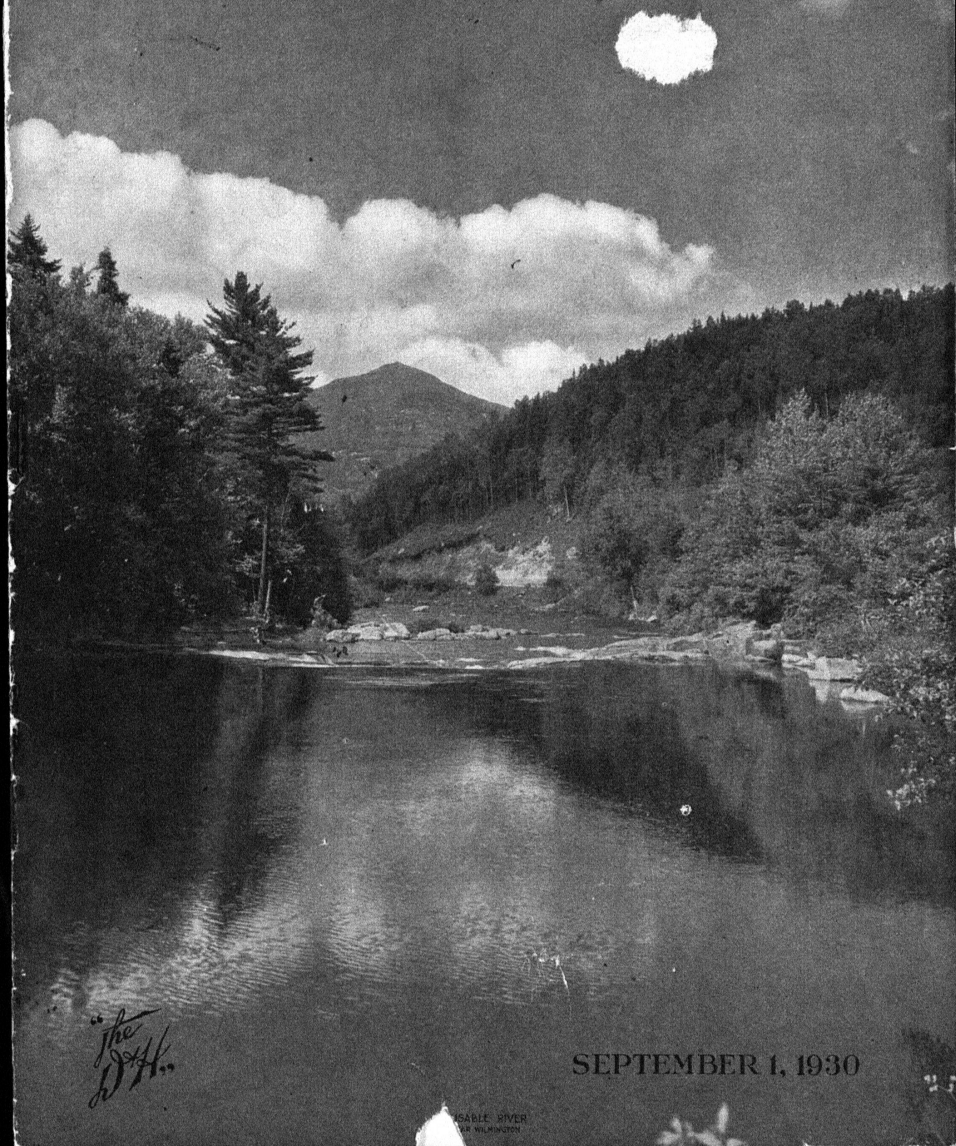


THE DELAWARE^{AND} HUDSON RAILROAD BULLETIN



*The
D.H.*

SEPTEMBER 1, 1930

DELAWARE RIVER
AT WILMINGTON

My Philosophy .



*I allus argy that a man
Who does about the best he can
Is plenty good enough to suit
This lower mundane institute—
No matter if his daily walk
Is subject for his neighbor's talk,
And critic-minds of ev'ry whim
Jest all get up and go for him.*

*It's natural enough, I guess,
When some gits more and some gits less,
For them uns on the slimmest side
To claim it ain't a fair divide.
And I've knowed some to lay and wait
And git up soon, and set up late,
To catch some feller they could hate
For goin' at a faster gait.*

*My doctern is to lay aside
Contentions and be satisfied:
Jest do your best; and praise er blame
That follers that, counts jest the same.
I've allus noticed great success
Is mixed with troubles more or less,
And it's the man who does the best
That gets more kicks than all the rest.*

—JAMES WHITCOMB RILEY.

*"The
Old
Way"*

The
DELAWARE AND HUDSON RAILROAD
CORPORATION

*"The
Old
Way"*

BULLETIN

Vol. 10

Albany, N. Y., September 1, 1930

No. 17

Apprenticed to Ship Builder

Veteran Boilermaker Forsook His Early Trade to Become a Railroader

MANY years ago, in the shipyards of the city of Liverpool, England, one of the world's greatest seaports, a boy named ELI T. DICKINSON was serving his apprenticeship under one of the ablest of shipbuilders. Here was the gaunt skeleton of what would some day be a swift merchant ship sailing the seven seas. There were others which had progressed further, their great hulks had taken form; some were ready for launching; still others were already afloat and being equipped with sails and spars. The more modern vessels were equipped with steam engines.

Yet there were times when ELI did not see the moving forms about him, the giant ships, nor the work before him; he did not hear the pounding of hammers, the creaking windlasses, or the orders shouted at him. His eyes were fixed on the distant horizon where the great sea met the sky. There he could see ships coming into view; there were others disappearing in the misty distance bound, as he would like to have been, for some distant unknown port.

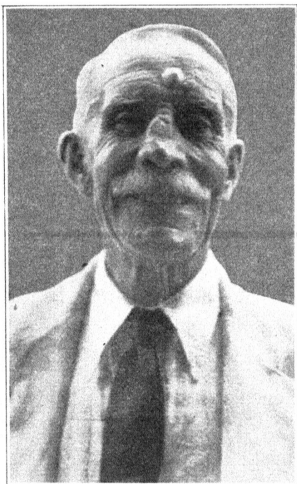
ELI was born in Liverpool seventy-four years ago, in May, 1856. His ancestors on his father's side for had many years owned and operated ex-

tensive brewing operations in Liverpool. Members of his mother's family were the proprietors of the Eli Tell Herculean Hand Painted Pottery Manufacturing plant. Indeed, they were the first persons to establish such a manufactory in the

world. Samples of the plant's work are still on display in the Williams-Brown Library of Liverpool.

After completing his schooling, young DICKINSON was apprenticed to a ship-building firm to learn the trade. At that time a boy was counted fortunate to be able to enter this field. For years England had prided herself on her ships and only the best of her sons were able to carry on the great work. ELI progressed rapidly, as the shipbuilder told his father, and was bending frames at the age of sixteen. This is one of the most difficult and exacting operations in the construction of a ship.

By the time ELI was twenty-one years old he was so thoroughly discontented with his situation that he decided to come to America. His father and mother were both dead; he was living with his sister. With nothing to keep him at home, he left England on the S. S. *British Empire* at the age of twenty-two. At that time the accommodations were very



ELI T. DICKINSON

poor and for that reason he spent much of the time on deck. The boat carried what was called a general cargo, consisting mostly of steel rails, as there were very few manufactories of steel rails in America in those days. (The first rail imported from England was laid in Delaware and Hudson track.) In fact ELI remembered that when he was a small boy he went with his father to see the first steel ingot in the world made by the Bessemer process.

The passage took eighteen days at that time and everything indicated a safe and adventureless trip for the first ten days at sea. On the tenth day a terrific storm arose which tossed the ship to and fro like a match. The following day the sea had risen so that most of the passengers remained in their quarters. Late in the afternoon ELI ventured out on deck. He had been out for a short time when a huge wave swept over the side and washed him against the saloon deck house with such force that his shoulder was broken. For the balance of the trip he was confined in the ship's hospital. Upon reaching Philadelphia he was taken to the Pennsylvania Hospital where he was confined until his shoulder had healed completely.

ELI's first employment in America was with the Standard Oil Company at Point Breeze, a part of Philadelphia. This was followed by a short term of service with the Baldwin Locomotive Works in Philadelphia. Inasmuch as the work of marine and locomotive engine builders was somewhat similar, ELI found it an easy matter to adapt himself to work in the locomotive plant. He later went to Baltimore where he was employed by a firm which repaired ocean and river steamers. At first he was employed in the construction of a new dry dock which the company was building. After it had been completed he worked on it for a number of years.

ELI entered the employment of a railroad for the first time when he went to work for the Baltimore and Ohio Railroad at Garret City, Indiana. In a short time he moved westward again, entering the locomotive shops of the Chicago, Milwaukee, and St. Paul and, later, those of the Santa Fe at Topeka, Kansas.

Having seen most of the points of interest in America during his travels of the preceding decade, and experiencing a longing to return home to visit his friends and relatives, MR. DICKINSON returned east with the intention of taking passage for England. Upon reaching Baltimore he found work to secure funds for the ocean voyage.

(Continued on page 270)

Veterans to Hold Outing At Binghamton

THE Annual Outing is the next big event on the calendar of the Delaware and Hudson Veterans' Association. The committee in charge announces that arrangements have been made to enjoy a dinner, to be served in the Spanish Ballroom of the Arlington Hotel, Binghamton, N. Y., at 1 P. M., Saturday, September 13th, 1930.

The menu will be as follows:

Steamed Clams	Clam Broth
Roast Philadelphia Capon—Chestnut Dressing	
Sweet Potatoes Glace	Corn on the Cob
Fruit Salad	Cottage Cheese
Ice Cream	Fancy Cakes
Coffee	

As the Arlington is situated adjacent to the Binghamton passenger station the possibility of inclement weather need not deter anyone from attending the affair as the Spanish Ballroom is well lighted and ventilated so that a comfortable time is assured.

There will be music by a good orchestra and the singing of the old songs—and maybe some of the new ones!

Veterans and their friends who plan to attend the Outing will find that the schedules of trains 302 and 311 will be very convenient to and from points north of Nineveh, while a special train will be operated for the Pennsylvania Division contingent on the following schedule:

Lv. Wilkes-Barre	7:30 A. M.
Hudson	7:39
C J Tower	8:15
Carbondale	9:00
Lanesboro	10:18
Windor	10:33
Nineveh	11:20
Harpurville	11:24
Belden	11:31
Tunnel	11:39
Sanitaria Springs	11:52

The special will arrive at Binghamton at 12:15 P. M. and will leave on the return trip at 5:30 P. M.

SECRETARY W. J. HILL announces that tickets may be obtained from the following: E. R. SAMPSON, Nineveh, J. B. SAMPSON, Carbondale, W. P. THACHER, Wilkes-Barre, H. N. ATHERTON, Green Ridge, E. W. LALOR, Oneonta, JOHN BERRY,

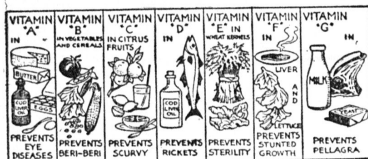
Binghamton, A. M. BARTO, Albany, W. J. WILLIAMS, Whitehall, FELIX DALY, Plattsburg, GEORGE W. MCCHESENEY, Rouses Point, or they may be obtained on the train on the way to the Outing in the case of those who were unable to plan ahead. Wherever possible tickets should be bought in advance so that proper arrangements made to care for all who wish to attend.

What Are Vitamins?

ALTHOUGH a great deal has been published on the subject of vitamins, both in the scientific and lay press, it is doubtful if many persons can give a satisfactory answer to the question asked in the title of this article.

In a book by McPherson, Henderson and Fowler entitled "Chemistry For Today," which was reviewed in the June 21 issue of *The Literary Digest*, the vitamins are described as follows:

"The term vitamin is applied to a number of substances occurring in many of our foods in variable amounts, but always in very small percentages. They have not been isolated in a perfectly pure condition, so that little is known concerning their constitution; they do not appear to belong to any single class of substances. All the vitamins are more or less unstable at the temperature of boiling water, especially where air or oxygen is present.



Examples of Vitamins

"At least seven kinds of vitamins are known to exist, and a proper distribution of these bodies in our food is essential to a nourishing diet. The name and function of each, together with some foods rich in vitamins, are as follows:

"1. Vitamin A.—Promotes growth, keeps the body in good condition, and thus prevents disease in general. Present especially in milk, butter, eggs, and green-leaf vegetables.

"2. Vitamin B.—This vitamin has recently been divided into two constituents, known as F and G, though a mixture of the two is called B. Present in fresh vegetables, yeast, and cereals.

"3. Vitamin C.—Prevents scurvy. Present in the juices of the tomato, the orange, and the lemon.

"4. Vitamin D.—Prevents the disease known as rickets. Present in cod-liver oil and in some green vegetables.

"5. Vitamin E.—Necessary for reproduction and growth of young animals. Present in wheat germs and in lettuce.

"6. Vitamin F.—The absence of this leads to loss of appetite, nervousness, spasms, and paralysis.

"7. Vitamin G.—Prevents the disease known as pellagra.

"All of the above are present to a certain extent in milk and in green vegetables, especially in lettuce and spinach. Just how these vitamins act to promote growth and prevent disease is not known."

Big Users of Cement

THE United States uses approximately 168,754,000 barrels of domestic Portland cement in a year, or nearly one and a half barrels for each resident of the country, according to newest records of the Mines Bureau, U. S. Commerce Department. In addition considerable quantities of cement are imported across the Canadian border and through the ports of the eastern seaboard.

New York State is the principal user of cement on the basis of total quantities taken. On a per capita basis, however, a number of states are heavier consumers than New York.

Approximately 21,040,000 barrels of cement produced by domestic plants were used in New York in 1929. Illinois took 13,491,000 barrels to rank second, and Pennsylvania with 13,135,000 barrels was third. Some other large users of cement were: California, 11,802,000 barrels; Michigan, 11,686,000 barrels; Ohio, 10,033,000 barrels; New Jersey, 8,015,000 barrels, and Texas, 7,584,000 barrels.

The leading cement-consuming states when population is taken into account are: Vermont which used 2.64 barrels per capita during the year; California, 2.59 barrels per resident; Michigan, 2.55 barrels; Iowa, 2.25 barrels; New Jersey, 2.10 barrels, and Wisconsin, 1.87 barrels.

Cement production in the U. S. this year is running ahead of that of 1929, it is reported. The gain is attributed in part to the unusually large programs of road building and public works.

Three Months' Claims—\$67,950

Total Received By Beneficiaries of Employees, Group Policies
For Life Insurance Alone

DURING the months of May, June, and July, 1930, the beneficiaries of thirty-nine Delaware and Hudson Railroad employees received a total of \$67,950 on Life Insurance claims under the Group Plan. Six of the thirty-nine employees were on pension at the time of their deaths. In one instance the deceased had received one payment under the Total and Permanent Disability option prior to his demise. In another case an engineman received \$3,000 additional insurance under the Engineer's Special offer.

Individual payments were as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Adey, William H.	Office Engineer	Albany	5-17-30	\$4,000
Alger, William F.	Trackman	The Glen	4-26-30	1,200
Baird, John	Laborer	Oneonta	6- 4-30	1,200
Bartley, George	Agent and Telegrapher	Clemons	7-14-30	1,000
Belanger, Joseph F. (P)	Flagman	Cohoes	6-28-30	1,000
Burke, John M. (P)	Ticket Agent	Saratoga	6-16-30	2,200
Burke, Martin T.	Trainman	Wilkes-Barre	6- 5-30	1,200
Coons, William J.	Rock Cut Watchman	Delmar	7- 4-30	1,200
Cutter, Eugene, Jr.	Trainman	Wilkes-Barre	7-16-30	2,600
Devaney, Thomas	Flagman	Albany	6-24-30	1,000
Donovan, David	Flagman	Cohoes	4-29-30	1,000
Dunleavy, James J.	Conductor	Wilkes-Barre	6- 8-30	2,200
Empie, John S.	Agent and Telegrapher	Delanson	5-29-30	1,800
Fitzsimons, James	Gen. Canadian Frt. Agt.	Montreal	4-22-30	5,000
Fuller, Verne	Crossing Watchman	Binghamton	4-28-30	1,000
Gardeneer, Phillip (P)	Clerk	Albany	6-14-30	1,000
Garveta, Panfilo	Trackman	Lake George	7- 3-30	*2,000
Halczak, Wasi	Gateman	Mayfield	5-22-30	1,200
Harrigan, James J.	Trainman	Albany	5-18-30	1,000
Grant, Stanley	Trackman	Oneonta	6- 1-30	1,000
Jordan, Thomas P.	Trainman	Carbondale	6- 6-30	2,200
Kane, Martin	Custodian of Building	Albany	5-14-30	2,800
Knapp, Willard	Road Hostler	Oneonta	5-27-30	1,000
Lyttle, James (P)	Car Inspector	Mechanicville	4-25-30	500
Malenski, Steve	Machinist Helper	Colonie Shops	5-17-30	*2,800
Maxfield, Mitchell	Crossing Watchman	Smith's Basin	5- 1-30	1,000
McGowty, Elisha H.	Laborer	Carbondale	5-22-30	1,200
Mirando, Sam (P)	Flagman	Mechanicville	5-10-30	1,200
Mullaly, John	Engineman	Oneonta	6- 1-30	*47,800
Noe, John F.	Ticket Agent	Cohoes	4-23-30	2,000
Pizuole, Luigi	Trackman	Schenectady	3- 4-30	**950
Rice, William E.	Painter	Albany	5-16-30	1,400
Rosar, Charles	Crossing Watchman	Seranton	6- 3-30	1,000
Runyon, Hiram	Conductor	Binghamton	6- 7-30	500
Ryan, John	Janitor	Colonie	5-20-30	1,000
Schirck, George (P)	Engineman	Saratoga	7- 5-30	2,800
Seeley, Harold L.	Trucker	Binghamton	5-24-30	1,000
Small, Mike	Car Repairer	Colonie	6-22-30	1,600
Stratton, Edward	Watchman	Plattsburg	7-15-30	1,400

Total, \$67,950

(P) denotes pensioned employee.

* Received double the face of the policy under double indemnity provision.

** Represents proceeds of Life Insurance as this man was on Total and Permanent Disability claim at the time of his death, having drawn one payment of \$50.

† Includes payment of \$3,000 under Engineer's Special Life Insurance Offer.

Pistol Team Wins Three Practice Matches By Good Margins

THREE more victories have been credited to the Delaware and Hudson Police Pistol Team during the past two months and with each succeeding match the members are becoming more confident of making a good showing in the national championship competition at Camp Perry this month.

Last year the Hartford, Conn., police marksman nosed our team out of tenth place by a margin of four points (1028-1024) so that it was considered a good omen when the railroaders returned the compliment in a practice match at Hartford, July 23rd. With five men shooting the gross scores were 1328 and 1288, while on the basis of the four highest the totals were 1079 and 1045.

The following week at Camp Smith, Peekskill, N. Y., in a similar match with the team of the 107th Infantry, N. Y., N. G., the police team won by a score of 1082-921. (The score made by the Delaware and Hudson team in this match equals that made by the New York City Police team in winning the Colt Trophy at Camp Perry last year.)

On August 9th, in a match between the Delaware and Hudson team and a team picked up from a group of candidates for the State Team of the New York National Guard, the police were again victors, 1090-1022.

In all of these practice matches it was understood that five men were to shoot and the total of the four best scores was to determine the winning team.

Individual scores for the three matches were as follows:

D. & H. Police		Hartford Police	
Patr. GRATCOFSKY	284	Patr. Bout	274
" PENNINGTON	265	Sergt. Rice	257
" RUSS	259	Sergt. Dion	261
" OVERBAUGH	271	Lieut. McGann	253
Total	1079	Total	1045
Patr. MASKO	249	Capt. Langrish	243
D. & H. Police		107th Inf. N. Y. N. G.	
Patr. GRATCOFSKY	277	Lieut. Carples	244
" RUSS	276	Corp. Fitzgerald	227
" PENNINGTON	265	Capt. Johnston	226
" OVERBAUGH	264	Sergt. Skelly	224
Total	1082	Total	921
Patr. MASKO	260	Corp. Fisher	183

D. & H. Police		N. Y. N. G. State Team	
Patr. OVERBAUGH	282	Private Devereux	270
" GRATCOFSKY	272	Private Agramonte	263
" MASKO	270	Lieut. Gormsen	253
" RUSS	266	Lt. Col. Waterbury	236
Total	1090	Total	1022
Patr. PENNINGTON	259		

Of Cabbages and Kings — Also Refrigerator Cars

IT is summer time, every day in the year, so far as our dining tables are concerned," said C. D. Morris, of the Western Railways' Committee on Public Relations, Chicago, in an address at the annual convention of the Vegetable Growers' Association of America. "By reason of good, efficient and dependable transportation service the American vegetable grower, no matter in what section of the country he lives, has a potential market for his products at all seasons of year.

"To illustrate, while the state of New York produces vast quantities of lettuce there are more carloads of lettuce from California sold each year in the city of New York than is sold there from New York State, the cost of transporting the California-grown product to New York having very little, if any, effect on the retail price. California-grown lettuce is unloaded fresh and crisp in New York and other large cities throughout the country every week, and always finds a ready market.

"And, what is true of lettuce is also true of many other vegetables and fruits, most of which are carried from 1,000 to 3,000 miles to find an ultimate consumer. The traffic developed in this industry now aggregates more than a million carloads annually, and furnishes a very important part of total railway revenues. Recognizing the importance of the industry the railroads have made special arrangements to adequately handle all traffic offered. There are now about 173,300 refrigerator cars owned by the American railroads and private car lines companies, the latter companies being ordinarily owned by a number of railroads. New refrigerator cars, of improved designs, are being built each year and the entire fleet is kept in excellent repair and ready for immediate service.

"The extent to which this service is used by vegetable growers is seen when it is understood that the city of New York receives lettuce from

(Continued on page 270)

Men's Bowling League Holds

Field Day and Clam Steam

In Bleser's Grove

THIS year, instead of their annual banquet, the members of the Delaware and Hudson Athletic Association's Bowling League held a clam steam in Bleser's Grove, Stop 3, Albany-Schenectady Road, Saturday afternoon, August 2nd. It would be hard to find a spot more ideally situated for such an affair than the committee's choice. There is a large grove of pine trees under which tables had been arranged to accommodate at least 200 persons. Just below the grove there is a large open field on which a baseball diamond has been laid out. Under the trees at the edge of the field are quoit pits, while at the further side of the clearing there is a long golf driving course.

During the early hours of the afternoon those who cared for clam broth were served in the grove. Others entered the horse shoe pitching contest which got under way at 1 P. M. On the diamond two baseball teams, the Reds, captained by J. P. MYERS, and the Blues, headed by E. J. FLANIGAN, battled to a tie in a five-inning game at 25-25. All of the players hit the ball hard and five or six pitchers were rushed into action before the game was over. Following the "regulation" baseball game another five-inning "indoor" contest was staged in which the scorekeeper lost count of the score by the second inning.

At about 3 P. M. a program of athletic events started. In the first event, a potato race, each contestant was equipped with a toy wagon, with a body perhaps five by ten inches, on which to shovel the potatoes and deposit them on a tray at the starting line. The vegetables were spaced about six feet apart. The first heat was won by GENE BORTHWICK and the second by FRANK SMITH.

The bag race, in which the entrants had to hop fifty yards with their legs in a large burlap bag, was won by WILLIAM BEALE, first, and WILLIAM MILLER, second. One of the most interesting events of the afternoon was the obstacle race. The contestants had to run approximately fifty yards, crawl through an automobile tire, and return to the starting line. WILLIAM CUNNINGHAM won out in the first heat by several yards. In the second heat, which took the form of a race between about six heavyweights, EDWARD FLANIGAN nosed out "BEAR" BEALE by a scant six inches at the finish.

The three-legged race nearly ended in disaster when one pair went down and another team tripped over them. With the field thus cut to two teams, ROY LANGOHR and JACK SMITH loped across the finish line with a good margin to spare. JACK SMITH again won the prize in the 50-yard dash, although the field was bunched and several men were right behind him when he broke the tape. WILLIAM CUNNINGHAM also repeated in the next event, a 100-yard dash. In the horse shoe pitching FLOYD CLOUGH finished first and FRANK MAHONEY, second.

Probably the hardest fought event of the afternoon was the golf ball driving contest in which more than fifty men competed for the prize. A number of the contestants made pretty drives to make the competition for second place keen but F. L. DANFORTH, Auditor of Disbursements, was at least twenty-five yards ahead of his nearest competitor, O. H. FAUS, who won second place.

At 6 o'clock the bake was served in the grove. Needless to say there were plenty of clams, chicken, fish, corn, potatoes, both sweet and white, rolls, watermelon and everything else which goes to make a good clam bake.

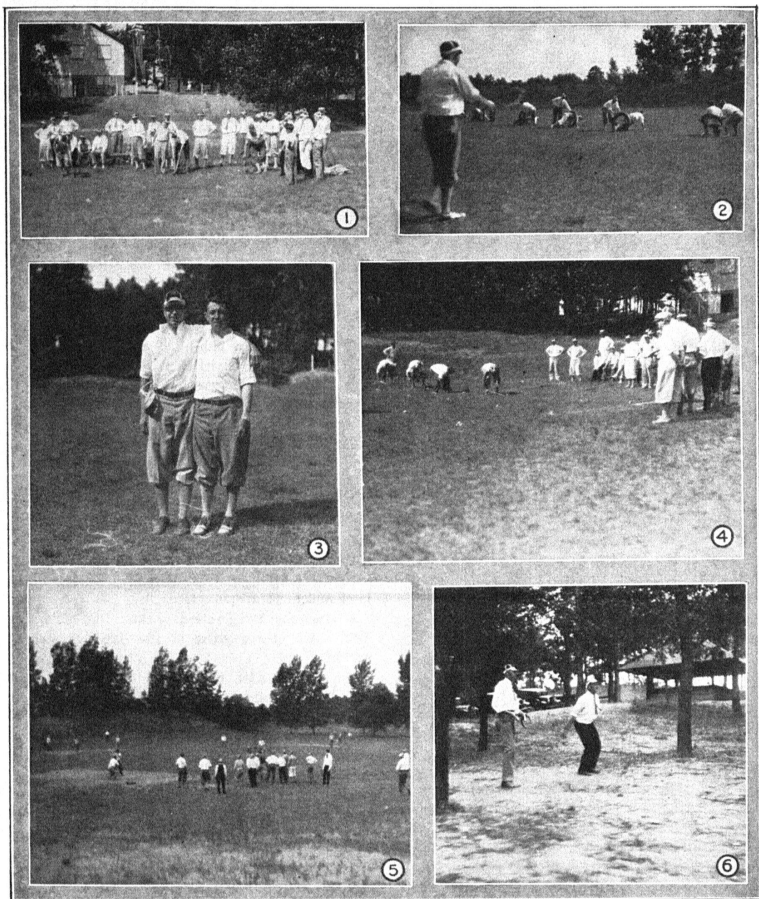
Following the bake a short business meeting was held to elect officers for the 1930-31 season. The following officers were elected by an unanimous vote: J. RAYMOND LINDSAY, President; IRVIN KELLEY, Vice-President; HERMAN VEDDER, Secretary; and CHRIS KENNY, Treasurer.

The committee in charge of arrangements included E. J. CLAS, Chairman, J. P. MYERS, E. J. FLANIGAN, B. C. CLOW, H. E. VEDDER, L. KAHNLE, and A. J. BEALE.

Real Economy

A motorist, calling on a Scotch friend who had just purchased his first car, was astonished to find him gleefully pouring the contents of an oil can into his petrol tank. "What in the deuce are you doing there, man?" the visitor inquired. "Aw, laddie," replied the Scot, waving the maker's specification leaflet at him, "d'ye no ken this car will run only 30 miles on a gallon of petrol, while she'll do about 700 on a gallon of oil!"—*Salstaff Bulletin*.

Glimpses of the Bowling League Outing



(1) As the sports program was getting under way. (2) The "turning point" in the obstacle race. (3) Winners of the three-legged race. (4) Longer handles on their toy wagons would have been appreciated by the contestants in the potato race. (5) The score was 25-25 (or was it 50-50?) after five innings of this. (6) A demonstration of the manly art of pitching horse shoes.

The

Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:

DELAWARE AND HUDSON BUILDING.
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 10

September 1, 1930

No. 17

Important Dates

TODAY as we see our company, a "going concern", we seldom think of the pioneer period of a century ago when the great enterprise was just getting under way. Three dates during September 1830 were considered as of major importance to the founders of the company:

September 4—Agency for the sale of anthracite at New Haven, Conn., authorized.

September 8—Contract let for making rope for the planes on the railroad.

September 18—Regulations for conducting transportation on the railroad adopted.

This last item is of more than passing interest as it refers to the first set of rules of the sort to come into existence on the American Continent. A detailed description will appear in *The Bulletin* of September 15th.

Brief But Valuable

UP the rugged slopes of Mount Washington, loftiest peak of the Presidential Range in New Hampshire, winds an automobile road. Many a thrilling tale is told of the hazards and happenings along this eight-mile incline. Over-cautious people decide not to risk the perils of the ascent, while others reason that if there is traffic enough to make the toll road a paying proposition it must be reasonably safe, as is the case.

The keeper of the toll house, when appealed to for advice regarding the best and safest way to make the trip said a lot in two words: "Drive

moderately." Mind you, he did not say "Go slowly" or "Take it easy!"

His advice proved admirably suited to the situation. You couldn't get into trouble on that road by "driving moderately". It is as safe as a boulevard—safer, in fact, because there are not as many reckless "other fellows" to look out for.

Many of us will probably never travel over that little eight-mile stretch of toll road, but the old man's advice can be just as valuable to us regardless of that. We can "drive moderately" both at home and on the job, especially on those days when everything seems to be "breaking" against us. It doesn't mean that we should quit in the face of adversity or obstacles nor yet that we should ram into them regardless of the consequences. There's a lot of good advice in those two words!

The Conquest of Antarctica

THE recently exhibited motion pictures of the Byrd expedition to Antarctica were intensely interesting to all who viewed them. The trip to the South Pole was certainly a remarkable feat. What the pictures failed to show was the tremendous amount of planning and preparation, for years prior to the day the expedition set sail from New Zealand.

The best specialists obtainable in the various fields of science were assembled for the expedition. A world wide search was made for the best ship for Polar exploration purposes. Then there was the matter of food, clothing, shelter, fuel, land and air transportation.

Commander Byrd refers to the "Battle of New York" as "three years of the hardest work of my life."

Try, if you will, to figure out what you alone would need to have to live for two years in your own home without any contact whatever with the rest of the world. Then add to that the supplies necessary to house and care for half a hundred men and dogs in the Antarctic regions.

This expedition is one of the best examples of preparedness for any eventuality that has ever been recorded. It will be well worth the time and effort involved in obtaining the August issue of *The National Geographic Magazine* just to read Admiral Byrd's article "The Conquest of Antarctica by Air."

A British scientist predicts that in time to come men will be born toothless. We thought, in our ignorance, that they usually were born that way.—*Boston Transcript*.

Construction of the Delaware and Hudson Canal

By W. J. COUGHTRY, Recorder

(Continued from Last Issue)

TWO other celebrations followed, the first on September 2, 1826, when the keystone was placed in the aqueduct across the Rondout at High Falls, and the other on November 25, 1826, when a perfect Ashlar was laid in the wall of the tidewater lock at Eddyville, marking the completion of the canal between the Hudson and Delaware rivers, both of which were laid with Masonic ceremony and were followed by banquets.

At the latter celebration the participants boarded the *Morning Star* at Kingston which proceeded up the Rondout to Eddyville where she entered the tidewater lock to the roar of cannon. As the water was let in the lock she rose majestically beneath an arch of evergreens to the level of the canal amid the cheers of the spectators. Here President Bolton, Chief Engineer Jervis, and a party of ladies and gentlemen embarked. A tow-line was attached to the boat and two horses "gorgeously-caparisoned" drew her rapidly out of the lock. Followed by two scows the *Morning Star* proceeded up the canal through the first and second levels and thence up the Rondout to the "Stone House," at the mouth of the Greenkill, where the party landed. Here a

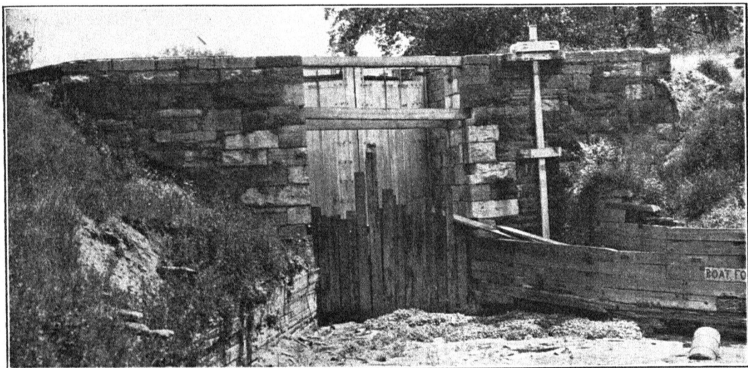
procession formed and marched down the tow path to the tidewater lock where the ashlar, properly inscribed, was set in place.

After the ceremony the party re-embarked on the *Morning Star* and the scows, which had returned to receive them, and again set out on the canal. As the boats passed up the canal and the Rondout, exhibiting to the wondering spectators a novel and interesting mode of transportation, many kept pace with the craft seizing the tow lines to relieve the horses and affording every facility to their continued progress.

The voyage terminated at the third and fourth locks. Returning to the Stone House the party disembarked and were served with "an elegant cold collation." At the close of the repast many toasts were drunk, after which the party again boarded the boats and returned to Kingston.

The canal from the Hudson to the Delaware was filled with water shortly after this celebration and again in the Spring of 1827 for the purpose of saturating the banks and allowing them to settle.

The first recorded navigation was an experimental trip of the *Never sink* from the summit



Lock in Good State of Preservation After 30 Years of Disuse

level to tidewater at Eddyville, a distance of forty miles, where she arrived on the morning of July 27, 1827, "without having encountered a single accident, or being detained a single moment by obstructions on the route." Her passage through the stone aqueduct at High Falls was witnessed by Hon. Nathan Sanford, of the United States Senate, and President Bolton who "were highly gratified with a short passage on the canal."

The first recorded commercial transit was a raft containing 20,000 feet of white pine boards from Wawarsing, which arrived at Kingston September 15, 1827. The first report of "Canal Commerce", furnished by the collector at Eddyville, announced the clearance into the canal from October 25 to 30, of 6 boats and the arrival, from October 26 to 30, of 8 boats, 3 from Honesdale, and one each from Wawarsing, Beattysburg, Ellenville, Marbleton and Waagendall. Their cargoes consisted chiefly of cord wood, lumber, staves, and leather.

The dates of completion of the canal from the Delaware River to Honesdale do not appear of record. As soon as water could be maintained on a section it was let in and the canal used for haulage of materials, scows being used. Water was let in the Delaware section at the Mongaup feeder in August, 1828, and from the Delaware river about the middle of September. On the Lackawaxen section water was let in at Brinks, at the Narrows, and at Honesdale early in September and the remaining feeders were opened on October 9. In a letter to the Senate and Assembly, dated October 10, 1828, Philip Hone advised them that the canal had been completed, that it would be ready for navigation on the whole line in the course of the ensuing week, and requested the appointment of committees to accompany, with the managers of the company, the first boats loaded with coal that would pass through the canal. This invitation was not accepted, the rules under which both branches of the legislature then operated failing to permit such participation.

The completed canal was formally opened on October 16, 1828, when the *Orange Packet*, with a party of Managers, left Rondout for Honesdale. The Managers upon their arrival were given a public reception by the citizens. This packet and the canal boats accompanying it were the first to navigate the canal for its entire length.

The canal when completed was one hundred and eight miles long, thirty-two to thirty-six feet wide at the water line, twenty feet wide at the bottom, and the minimum depth of water was

four feet, affording capacity for boats carrying cargoes of not more than thirty tons. It was carried across the Rondout on a stone aqueduct supported by two arches, across the Neversink and smaller streams by wooden trunks on stone piers and abutments and across the Delaware by means of a dam and slack water and it was spanned by one hundred and thirty-seven bridges. From tidewater the canal steadily ascended for thirty-five miles; then its course was level for slightly more than sixteen miles. It then descended fifty-eight feet and rose again thirty feet, all in Orange County, and re-entering Sullivan County ascended steadily for the remainder of the distance in New York. After entering Pennsylvania it ascended continuously to Honesdale, where its altitude was nine hundred and seventy-two and one-half feet. These ascents and descents were accomplished by means of one hundred and ten locks having lifts ranging from eight to twelve feet, the average being ten feet. These locks were seventy-six feet long and nine feet wide.

An account of the passage of the first cargoes of anthracite through the canal and of the operations of that artificial waterway up to its abandonment at the close of the season of navigation in 1898 was published in the *Bulletin* of December 15, 1928.

Although but a vestige of this once great artificial waterway remains it will long be remembered as one of the greatest pioneering enterprises of our country.

Ten Largest Cities

CAN you name, in order of size, the ten largest cities of the United States? Can you name even the first five? It's no use trying to remember the list you memorized while in school for the census of 1930 shows that, during the past decade, there has been a revision of the rankings.

Latest tabulations give the list as follows: New York, Chicago, Philadelphia, Detroit, Los Angeles, Cleveland, St. Louis, Baltimore, Boston, and Pittsburgh.

Long Live the Queen

"Why is it they always give a shower to a girl who is going to be married?"

"Merely a quaint old custom to symbolize the beginning of a reign."

Where the Railroad's Pennies Are Spent

DR. JULIUS KLEIN, Assistant Secretary of Commerce, recently discussed the building industry in its relation to general prosperity. At the same time his address was a brilliant tribute to the indispensable role which the railroads play in our modern economic life. There is a drama, he said, "a thrilling drama of contemporary business," behind the erection of every great building, the laying of every mile of road. The roots of such an undertaking spread out endlessly, he asserted. "They spread to almost inconceivable distances and depths." He continued:

"A short time ago Dr. Gries, chief of the Commerce Department Construction Division, traced back in part the materials and equipment of a modest-sized structure erected in the Middle West and found that at least forty States had furnished some of the materials and that practically every sizable railroad in the United States had some share in their transportation. That, I think, is really illuminating when one stops to realize that the profits in that enterprise spread out to almost every corner of the country. * * *

"The 'construction dollar' is split into tiny fractions, and the pieces fly out and alight in the cash drawers of practically all the major economic activities of the country. And when we consider how many billions of 'construction dollars' are expended in America each year we see how giant benefits are inevitably piled up."

By the same token the railroad dollar is performance split into tiny fractions, and the pieces fly out and alight in the cash drawers of practically every industry—of every city and hamlet in the country. Last year the railways paid an average of \$5,595 every minute for labor, while tax payments amounted to \$776 per minute. The railways are the largest consumers of basic products of the country. They use annually about 25 per cent of the bituminous coal output; from 18 to 20 per cent of the fuel oil; approximately 20 per cent of the country's forest products, and something like 16 per cent of the total iron and steel production.

Not only do the railways furnish work and the means of a livelihood to one and three-quarter millions of employees, but they touch the lives of several million additional persons engaged in other industries. Hence, directly and indirectly, a substantial part of our population is

vitality dependent upon the welfare of the railways.

Because they are so intimately bound up with other interests the railroads can stimulate, stabilize, and steady the entire business structure. Their influence is as healthy as it is far reaching. But such an influence is wholly dependent upon a proper public attitude. Adequate railway service demands that the credit of the railways be maintained on a basis that will enable them to compete with other forms of industry in securing new money for capital requirements.

Poor But Honest

OLE, a Swede farmer in the northwest, had had the misfortune of having had one of his cows stray onto the railroad track, and get killed by a train.

The road sent its claim agent to Ole to settle the matter, and naturally the agent wanted to make the best terms of payment for the cow that he could. So he opened fire on Ole about as follows:

"You know, Ole, that cow had no right on our track. It was only an act of Providence that it was not a passenger train that hit your cow, else there might have been a terrible accident, with many passengers killed and wounded. Just think of it Ole, the killed and injured lying helpless and bleeding all over the track, just because your cow strayed on our property! By the law of *habeas corpus* and *corpus delicti*, not to say anything about the *jus gentium* and the League of Nations, we ought to make a claim on you for negligence and contributory criminality."

And he went on in that strain for several minutes, with poor Ole holding his mouth wide open and not saying a single word in reply.

Finally the claim agent said:

"But, Ole, we don't want to be too hard on you in this matter, and we want to settle with you as easily as possible. What do you say—how shall we adjust this matter?"

And Ole swallowed hard and answered: "Ay ban poor man. Ay gif you two dollars."

The Kindest Man At Saratoga

"Oh, no, dear. I'm sure he's a kind man. I just heard him say he put his shirt on a horse which was scratched."—*Worcester Herald*.

All For Taxes!

CONSIDER a horde comprising 387,000 men with 14,000 locomotives; 12,000 passenger cars, 540,000 freight cars and other railway facilities with a total value of 5,800,000,000 dollars. This enormous aggregation of men and machinery, we are told, works an entire year, not for their employers and the owners of the equipment, but solely to earn 420,000,000 dollars to pay railroad taxes—about 1,150,000 dollars for every day in the year, including Sundays and holidays. Another way of illustrating this huge figure: the total railroad taxation in one year consumes the entire net revenue earned in eighty-five days of operation of all the railroads in the United States. Only an infinitesimal fraction of the public (which ultimately foots the bill) realizes that since 1913 railroad taxes have increased 256 per cent.

Apprenticed to Ship Builder

(Continued from page 260).

While in Baltimore he was married and his trip to England was indefinitely postponed. From Baltimore ELI went to Philadelphia where he met a representative of The Delaware and Hudson Company who was hiring men for work in its shops. He therefore hired out to our company and came to Carbondale where he was put to work September 18, 1888, in the old locomotive shop, repairing boilers.

Through the years which followed Mr. DICKINSON often longed to go back home to England. His dream was never realized, however, until 1924 when the exposition was in progress at Wembley.

Upon stepping from the steamer then he realized that everything had changed greatly in his absence of nearly half a century. Years before his ancestors had built the first dock in Liverpool. While that had been considered the latest thing in docks at the time it was built, when Mr. DICKINSON returned it had fallen into disuse, being much too small to accommodate the modern steamers. When he left there had been twenty-three shipyards in Liverpool; now there is but one. (It is the same yard in which the famous *Alabama* was built which ran the Federal blockade off the southern seacoast during the Civil War.) Instead of the single dock of years before, there are now fourteen miles of docks in the port

at Liverpool. On account of the tide, each dock is surrounded with water-tight walls with gates which close at high tide, confining the water in around the ships.

In 1925 Mr. DICKINSON was seriously injured in an automobile accident, the effects of which finally forced him to retire on pension. Mr. DICKINSON says, after seeing conditions in England, that every American should be thankful that he lives in this country, for, compared with English workers, Americans are literally "sitting on top of the world".

Of Cabbages and Kings

(Continued from page 263)

17 states, onions from 18, white potatoes from 19, tomatoes from 15, cabbage from 16 and apples from 21. Chicago receives apples from 30 states, cabbage from 24, white potatoes from 25, onions from 19, tomatoes from 16 and a miscellaneous assortment of other fruits and vegetables from a total of 43 states.

"A peculiar phase of this traffic arises from the difference in climatic conditions throughout the country. California is marketing lettuce weeks in advance of the time New York's crop is ready for sale, which is true of a number of other vegetables grown along the Pacific Coast and throughout the Southern states. The bulk of the California crop is, therefore, disposed of before New York enters the market. There are other features in the movement that also attract attention. New York, for instance, sells cabbage in every large city in Ohio, while Ohio growers find profit in selling cabbage in every large city in the state of New York. Cantaloupes, grown in California and Texas, find a market as far away as Boston, while Georgia ships cantaloupes as far northwest as Duluth, Minn. * * * * *

Dangers of the Bath

Doctor: "Ebenezer, I can think of but one thing that will cure you, and that is an electric bath."

Ebenezer: "No suh, doctah, yo' ain't talkin' to this nigger. Ah had a frien' what took one of dem things down in Sing Sing, an' it drowned him."

First Class Scout: "The secret of good health is onion eating."

Wise Tenderfoot: "But how can onion eating be kept a secret?"

Clicks from the Rails

Railway House-Moving

A new use was found for a locomotive recently when a large structure was moved to a new location with the assistance of one of the large engines of the Northern Pacific. The unusual operation was carried on in the yards at Laurel, Mont., where the railway company is completing extensive improvements and enlargements. An ice house, 250 feet long by 40 feet wide and 40 feet high, first was moved across one of the yard tracks and then hitched to a locomotive and pulled nearly a half mile to a new location.

Build Steel Caboosees

Fifty all-steel aluminum-painted caboosees are now under construction in the Blue Island, Ill., shops of the Rock Island. Tests have demonstrated that cars painted with metallic aluminum paint will give a temperature inside the car ten degrees lower than the outside temperature during hot weather. The exterior of the caboosees is of steel with balsam wool insulation and sealed inside with wood against heat and cold. Among the features are wider platforms, one-hand type brake, new design of steps, and screen doors.

Star, Once Railroader

Melvin Ott, star outfielder of the New York Giants, was once a check clerk for the Illinois Central at New Orleans, La. Even now, when the off season for baseball players rolls around, he fills in with odd jobs on the railroads. He was born at Gretna, La., (across the Mississippi River from New Orleans), and was a high school star as a catcher when signed by the Giants in 1925 at the unusual age of 16. Today, at the age of 21, he is one of the leading home-run hitters in the National League.

Peculiar Duplication

There are two railroads in the United States operating between Boston and Albany, one in the north and one in the south. First, the Boston and Albany, operating between Boston, Mass., and Albany, N. Y.; second, the Georgia Northern, operating between Boston and Albany, Georgia.

Running Wild

Talk about your surprises, imagine Engineman U. G. Porter's thoughts when, while walking peacefully down the street in Oil City, Penna., a deer suddenly crashed into him and knocked him down. How the deer came to be running wild on the streets of the city, no one knows. Possibly he had been frightened from the woods by hunters. He was finally subdued by a Pennsylvania Railroad call boy.

Model Train for Chicago Fair

V. D. Fuller, Car Inspector for the Pennsylvania at McCullough yard, Norwood, Ohio, is constructing a model freight train, hauled by an electric locomotive, together with a section of track, block system, stations, bridges, and tunnels for the exhibition at the Century of Progress in Chicago in 1933. Up to the present time Mr. Fuller has completed the construction of the locomotive and six cars and it will require nearly 18 months to complete the train, which will consist of a locomotive and 13 cars.

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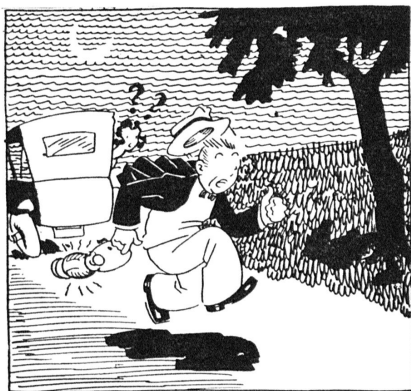
Unduly Familiar?

The train crew on an Illinois Central passenger train ran into a lot of trouble recently when a young lady named Lena got off the train at Lena, Ill., instead of Galena. It all happened when Flagman Williams opened the door at Lena to call the station. The passenger, thinking that he was calling her by her first name, gathered together her parcels and stepped from the train. Just as the train was pulling out of the station the conductor noticed the mistake and hastily remedied it. Since that day the flagman has been in for a lot of kidding for calling lady passengers by their first names.

Longest Mail Route

The fastest long-distance mail train in the world is between St. Paul and Seattle, a distance of 1,789 miles. A round trip was made in 1925 in 99 hours and 45 minutes, which included stops for coal and water, an average of over 36 miles per hour.

Absent Minded Vacationists



THE ABSENT MINDED BRAKEMAN RAN BACK 200 YARDS WITH A RED LIGHT WHEN HIS CAR STALLED

COURTESY MUTUAL MAGAZINE

The Secret



GENIUS without work is certainly a dumb oracle; it is unquestionably true that the men of the highest genius have invariably been found to be amongst the most plodding, hard working, and intense men—their chief characteristic apparently consisting simply in their power of laboring more intensely and effectively than others.

—*Samuel Smiles.*